

DEFENDS B. R. T. OFFER

Williams Says It Is the Best Ever Made to Any City.

YIELDS IN TEN-YEAR CLAUSE

Thinks the Penalty of Termination Is Not Fair to the Operating Company.

Colonel Timothy S. Williams, president of the Brooklyn Rapid Transit Company, in a statement made last night argued that the offer of his company for the extension of rapid transit lines was much more advantageous than that of the Interborough Company. He laid great stress on the fact that if the city entered into a contract with the Brooklyn Rapid Transit it would have an operator for whatever lines the municipality might wish to construct in the future. President Williams does not attempt to say what extensions shall be built first, being willing to leave that to the city.

It is understood, however, that he has assured the city's representatives that his company could reach the Pennsylvania Station by means of a traffic agreement with the Hudson & Manhattan Company and would be willing that the city should go ahead with the Bronx extensions. If the authorities felt that they ought to be constructed at once, said he:

Our plan offers the opportunity of reasonably linking every town and within reasonable limits of available city capital, a unified city transportation system comprising about one hundred and thirty-eight miles of routes, reaching every part of the city, and a great many places, except in one instance where conditions are distinct and unusual. No duplication of such a system or the equivalent of it could be produced in any other way.

A termination clause, without fear, except in a few cases, with no compensation, is the best and most comprehensive offer ever made by any railroad corporation to any city in the world.

Accepts Ten-Year Franchise.

President Williams said that his company did not think the ten-year clause in the franchise would be fair, but it had yielded the point. His statement on that point reads:

The company takes the risk, after designing and contracting for such a comprehensive transit plan as has been proposed by it, of being thrown out after ten years. We do not think this is fair, for the penalty of termination is so great as to fall into the category of public officers then representing the city. It may come to satisfy selfish interests, but the control of city government. But our opponents have insisted firmly upon this condition and we have yielded to it, against our judgment.

In regard to the amount of money that the Brooklyn Rapid Transit proposes to put up President Williams said:

The Mayor is quoted as saying that none of the company's money goes to the building of city lines. He is in error. The city may, if it prefers, call upon us to submit a proposal to turn over to us the first two-thirds of the cost of the construction of the Broadway, Seventh Avenue and 13th street subways north of 8th street. Moreover, every extension which we agree to build will be taken off the city line, for the city can take it over after ten years upon paying the cost, and this is exactly what it would do in the case of any subway which we might build.

We are contributing a great many millions of dollars toward the construction of city lines.

Offers 140 Miles Against 75.

But what if we do not contribute a dollar? We are offering instead a unified city system of 140 miles of routes, against an Interborough system including proposed mileage of 100 miles and some miles of 40 miles. The new system will consist of 50 miles of 40 miles are proposed, and nine of these would require an additional investment by the city of \$2,000,000. We are offering to the city an independent system of 140 miles of routes, not a broken, disconnected set of routes of about forty-one miles, incapable of operation except by the expenditure of additional millions for connections. We are offering a continuous transportation system of miles—three miles, ready for immediate operation.

President Williams ended by saying that his company, having advanced a proposition as good as or better than that of any other company in an open and frank way, was not in the spirit of the trader, but with an eye open to the proper solution of a difficult problem, should receive an absolutely square deal, both from the city and the public.

REGINALD VANDERBILT HOME

Not His Brother's Keeper, All He Has to Say About Alfred.

Reginald C. Vanderbilt returned from England yesterday on the Cunarder Mauretania, after a vacation of two months in France, England and Germany. He will go to Tennessee for another little rest and then return to New York, he said, prepared to keep an eye on the subway situation.

Mr. McAdoo said he had given no attention to politics or subways while abroad, but ventured the opinion that the lack of new subway lines was not difficult in getting in this city all the money necessary to carry on the great project. "If I should get the contract," said Mr. McAdoo, "I would go about the same place as I handled the Hudson tubes. I don't believe I have had any difficulty in financing such a proposition."

JOCKEY HELD AS ROBBER

Charged He Knocked Woman Down and Ran Away with Purse.

Cameron Flynn, a jockey of some reputation at Eastern racetracks, was assigned before Magistrate O'Connor in the Harlem Court, yesterday, on a charge of highway robbery, and held for the grand jury.

Early yesterday morning Mrs. Mary Lockman, of No. 101 East 102d street, was knocked down and robbed of her purse, at Third avenue and 100th street. Her cries for help attracted the attention of Patrolmen Haggerty and Smith, who pursued the man down Third avenue to 96th street. Here he turned east, and, according to the police, threw the purse in an alleyway and entered a hallway, where he was arrested.

Flynn denied having robbed Mrs. Lockman. He said he saw the policemen running and ran with them. Mrs. Lockman identified him as the man who had attacked her.

FIELD'S TRIAL NEAR END

Justice Davis Will Charge Jury in Case on Monday.

Both the prosecution and the defense finished summing up yesterday in the trial of Leonard J. Field in the Criminal Branch of the Supreme Court on a charge of perjury. Justice Davis will charge the jury on Monday.

Witnesses for the defense testified yesterday that John P. Sherwood disposed of the \$100,000 worth of the stock which had to be sold at a grand jury investigation at which Field is alleged to have committed the offense for which he is on trial.

The curb brokers through whom the stock was sold to Field did not take the stand. Elverton R. Chapman, Bernard M. Gough, and Ray Godwin were among the character witnesses called in his behalf.

FIREMAN TO GET MEDAL

Julius Harburger, Deputy State Controller, sent word yesterday to Charles A. Swanson, a fireman attached to the Engineers, that under the authority of the State Controller he had applied to the Fire Commissioner a medal for Swanson's heroism in saving the life of Gustave Herb. On November 5, 1905, Herb jumped from a ferryboat and Swanson pulled him out.

TO SPEAK OF TALL BUILDINGS.

The May meeting of the Fifth Avenue Association takes place at Eolian Hall on the evening of Tuesday, May 2, and on this occasion an illustrated address will be given by Pelham Bolton on the subject of the development of tall buildings in Manhattan, with special reference to the effect of whose death appeared in a morning newspaper, on the strength of which notices were sent out by the Academy to all its members. Second notices were dispatched correcting the first.

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